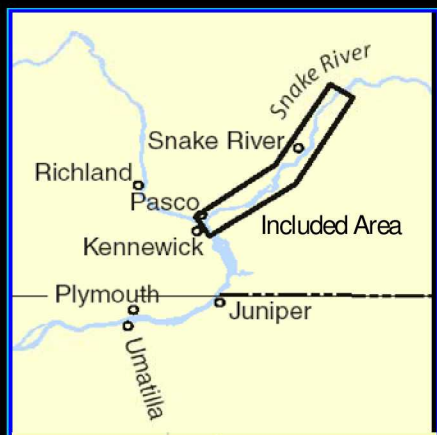


BookletChart™

Snake River – Lake Sacajawea

(NOAA Chart 18545)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

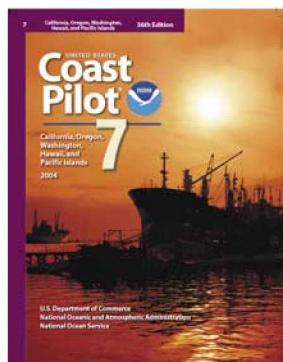
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 10 excerpts]

(417) **Snake River**, 283 (325.2) miles above the mouth of Columbia River, rises in Yellowstone National Park, from which it winds S past the Grand Tetons, and thence for some 868 miles to its junction with the Columbia at Pasco, Wash.

(418) From that junction for 119 (137) miles to Lewiston, ID there are few small-craft facilities. There are several marinas along the river at **Clarkston**, WA and **Lewiston**, ID where berths, gasoline, diesel fuel, water, ice, and marine supplies

may be obtained. The Ports of Clarkston and Lewiston at the confluence of the Snake and Clarkford Rivers are the primary ports along the Snake River and serve the inland agricultural and logging communities of Washington, Idaho, and Oregon. Barge loading facilities and grain terminals are available at both ports.

(419) Near its mouth, at the village of **Burbank**, Snake River is crossed by the Burlington Northern Railroad lift bridge with a clearance of 14 feet down and 60 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ- 9047. About 0.6 (0.7) mile above, there is a fixed highway bridge with a clearance of 61 feet. In February 1985, a new fixed highway bridge with a design clearance of 63 feet was under construction close S of the existing bridge. Numerous overhead cables with a reported minimum clearance of 43 feet cross Snake River between the fixed highway bridge and Ice Harbor Lock and Dam.

(421) **Ice Harbor Lock and Dam** (9.7) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** (marked by lights, signs, and buoys) is above the dam. In May 1986, shoaling to an unknown depth was reported between Snake River Light 9 and Snake River Buoy 20. Lake Sacajawea, the lake formed by the waters behind Ice Harbor Dam, provides depths at slack water of 10 feet or more for a distance of 27.8 (32) miles to Lower Monumental Dam

(422) **Lower Monumental Lock and Dam** 27.6 (31.8) miles above Ice Harbor Dam and about 36 (41.5) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A

restricted area, marked by lights, signs, and buoys, is above the dam.

(423) The Snake River between Lower Monumental Dam and Little Goose Dam, 25 (28.8) miles above Lower Monumental Dam, is crossed by three fixed bridges with a least clearance of 52 feet; overhead power cables crossing the river between the two dams have a least clearance of 90 feet.

(424) **Little Goose Lock and Dam**, about 25 (28.8) miles above Lower Monumental Dam and about 61.1 (70.3) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 98 feet. A **restricted area**, marked by lights, signs, and buoys, is above the dam.

(425) **Lake Bryan**, the pool formed by Little Goose Dam is crossed by a fixed highway bridge with a clearance of 60 feet about 10.7 (12.3) miles above the dam; overhead power cables with a least clearance of 75 feet cross the lake between Little Goose Dam and Lower Granite Dam.

(426) **Lower Granite Lock and Dam**, about 31.5 (36.8) miles above Little Goose Dam and about 93.4 (107.5) miles above the mouth of the Snake River, has a single lift navigation lock 675 feet long and 86 feet wide. The dam, completed in 1975, permits navigation to **Lewiston**, Idaho, 120 (138) miles above the mouth of the Snake River. A fixed highway bridge with a clearance of 60 feet crosses Snake River about 1.5 miles below its junction with Clearwater River. A highway lift bridge with clearances of 7 feet down and 60 feet up crosses **Clearwater River** about 0.35 mile above the junction with Snake River. A fixed highway bridge, about 1.15 miles above the lift bridge, has a clearance of 21 feet. A vertical lift highway bridge with a clearance of 10 feet down and 42 feet up crosses the Snake River between Lewiston, Idaho and **Clarkston**, Washington. A fixed highway bridge with a clearance of 60 feet is about 1.5 miles above the lift bridge. Overhead power cables with a minimum clearance of 80 feet cross the river between the dam and Lewiston.

Table of Selected Chart Notes

Corrected through NM Sep. 20/03
Corrected through LNM Sep. 2/03

Corrected through NM Sep. 20/03
Corrected through LNM Sep. 2/03

Corrected through NM Sep. 20/03
Corrected through LNM Sep. 2/03

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.507" southward and 3.992" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Pendleton, OR WXL-95 162.55 MHz

NOTE B

Significant shoaling consisting of numerous rocks and boulders has been reported in the Snake River.

Additional information can be obtained at nauticalcharts.noaa.gov

HEIGHTS

Heights are in feet. Contour elevations refer to mean sea level.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Walla Walla, Washington.
Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

MERCATOR PROJECTION SCALE 1:20,000 at 46°23'

North American Datum of 1983
(World Geodetic System 1984)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

PLANE COORDINATE GRID (based on NAD 1927)

Washington State Grid south zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
			so soft
			Sh shells
			sy sticky

Miscellaneous:			
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

LOWER SNAKE RIVER DAMS ICE HARBOR LOWER MONUMENTAL LITTLE GOOSE LOWER GRANITE

These four Snake River Dams were authorized by Congress to serve the Pacific Northwest as "Multipurpose" projects, providing electric power, slack-water transportation to the Pacific Ocean Ports, and to retain passage for anadromous fish to and from their habitual spawning waters inland.

Many parks and recreation areas are also planned by the Corps of Engineers for the enjoyment of the entire family. Northwest residents and their guests will have ready access to swimming, boating, fishing, skiing and picnicking.

THE SNAKE RIVER FACTS AND HISTORY

The Snake River, one of the most important streams in the Pacific northwest section of the United States, is the largest tributary of the Columbia River.

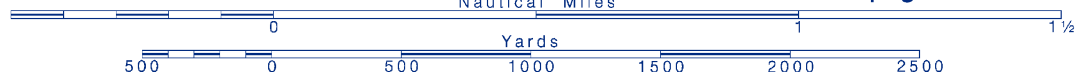
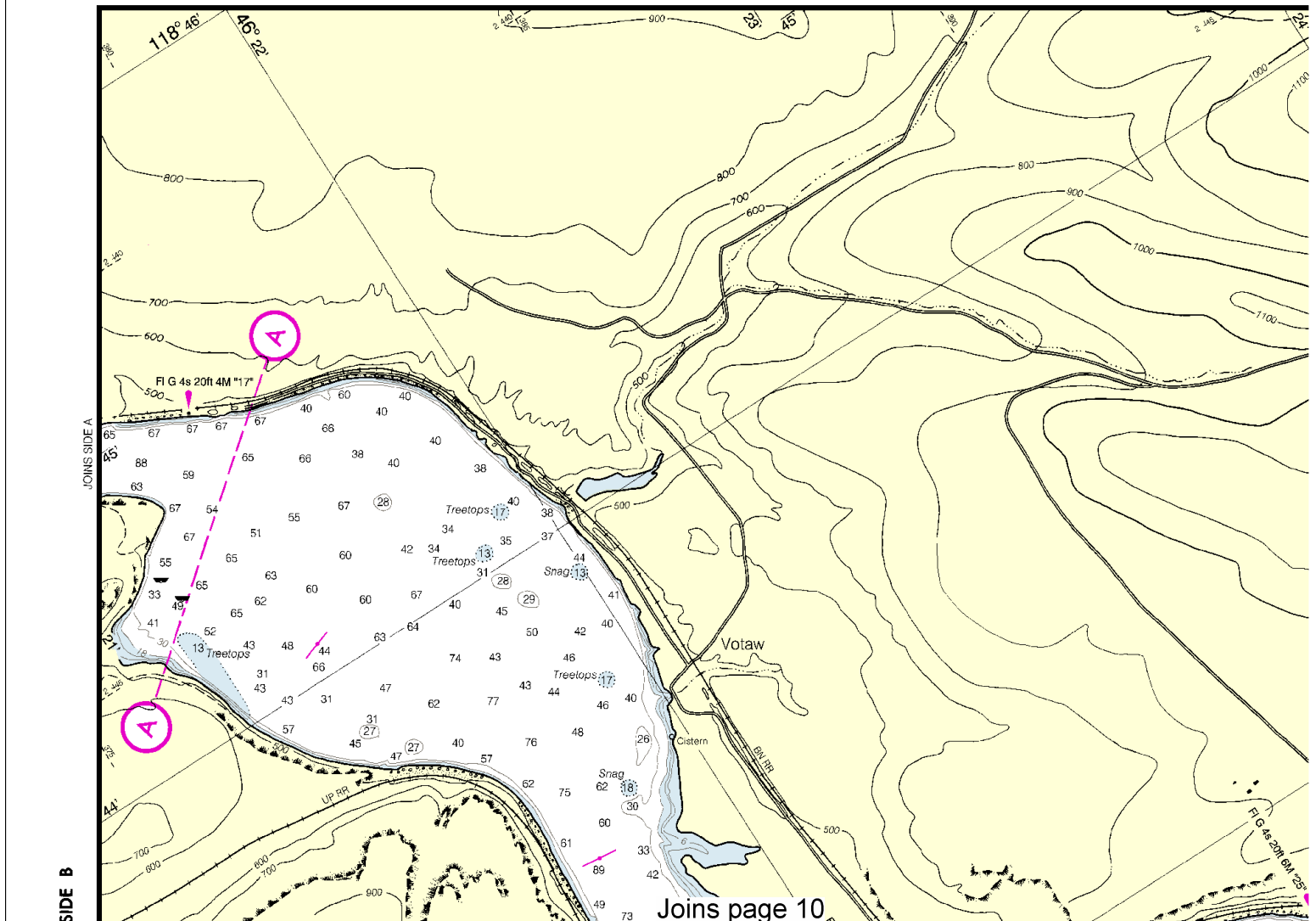
The river rises in high, rugged mountains of the continental divide near the southwest corner of Yellowstone National Park in Wyoming and joins the Columbia near Pasco, Washington after flowing 1,038 miles. The river descends from elevations of 10,000 feet to an elevation of 300 feet.

Discovered in 1805 by the Lewis and Clark expedition, the Snake River with its many turbulent rapids presented one of the most difficult rivers for the Expedition to negotiate. Canoes were damaged by rocks, supplies became saturated and some supplies were lost when a canoe capsized.

Today, near Pasco-Kennewick, Sacajawea State Park and museum is dedicated to the Indian woman who guided the explorers.

The water level warning between (normal pool) s Mariners are

Mileage Distances River and Tables are given

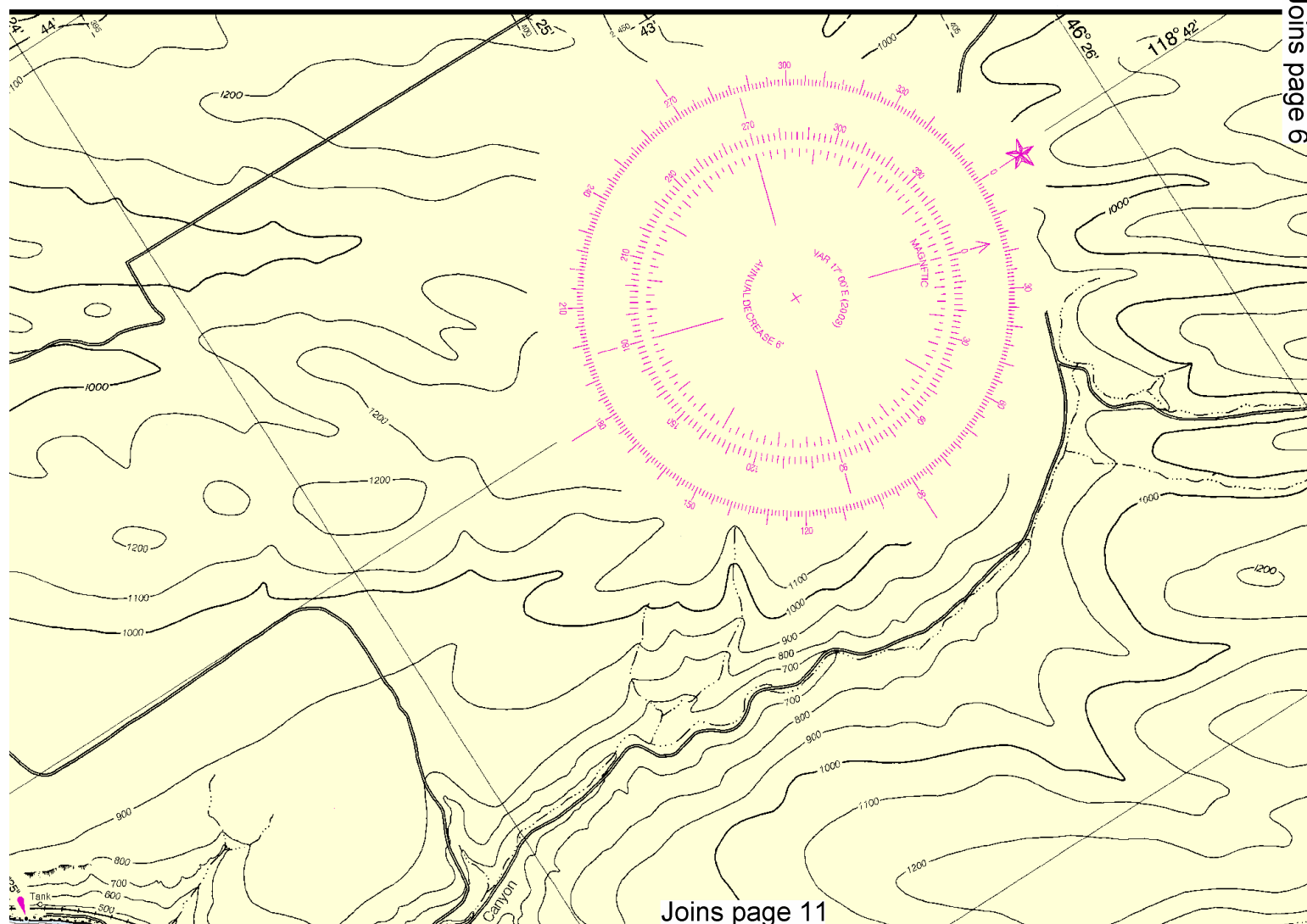


CAUTION

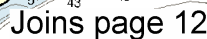
level in the upper pool above Ice Harbor Dam may fluctuate without
 een 437 feet MSL. (pool low water elevation) and the 440 feet MSL.
) sounding datum.
 re advised to use caution due to possible change in water level.

SNAKE RIVER

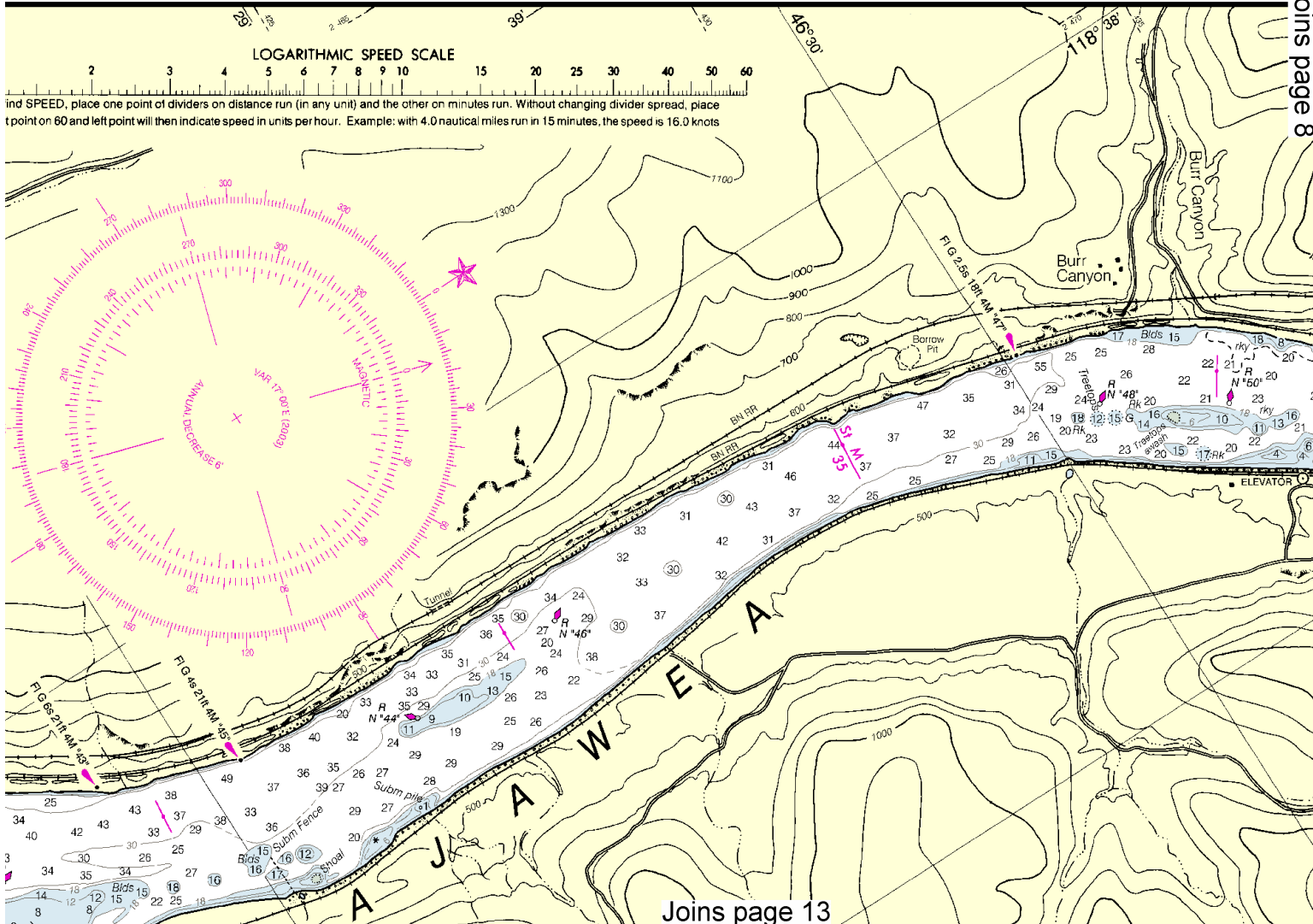
age distances along the Snake River are in Statute Miles.
 es along the Snake River are from the junction of the Columbia
 nd are indicated thus: ————
 es for converting Statute Miles to International Nautical miles
 en in Coast Pilot 7.



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

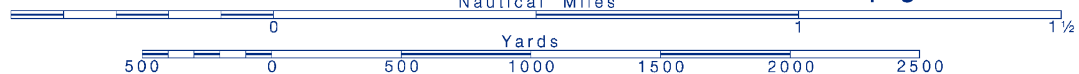


~~SCALE 1:20,000~~
Nautical Miles



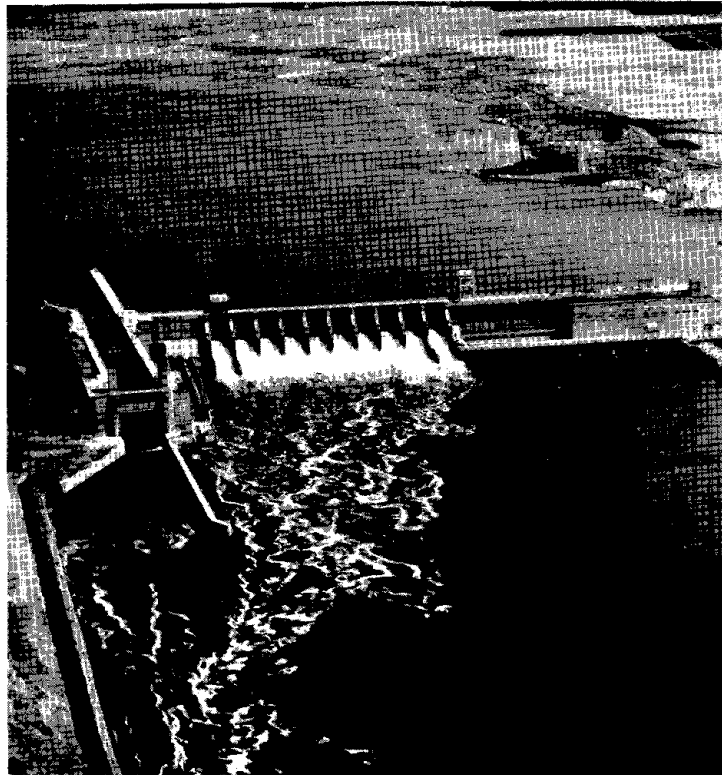
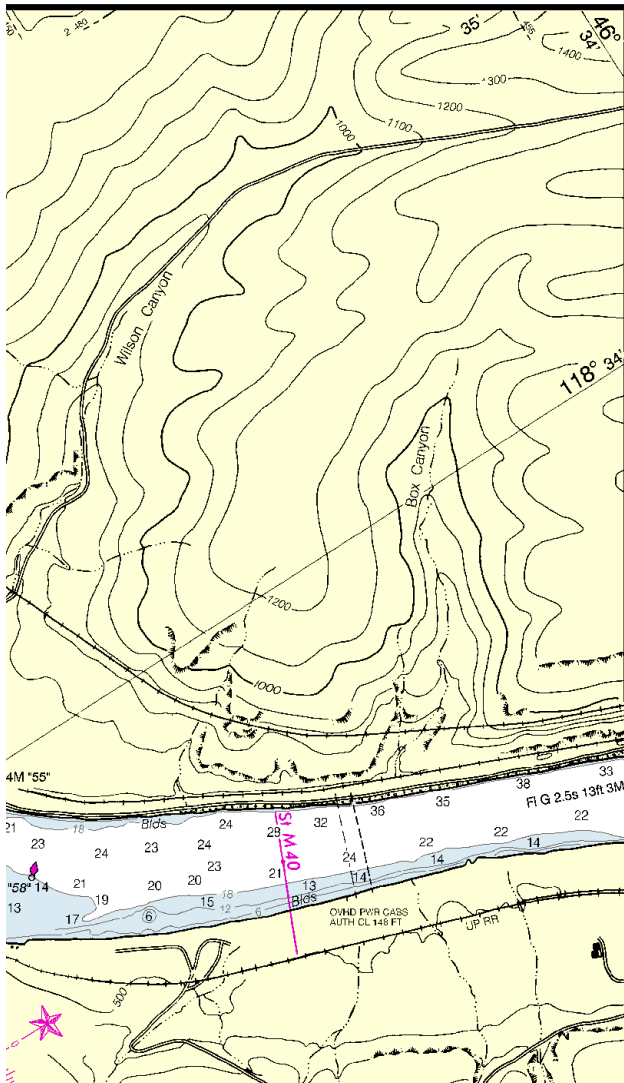
Joins page 14

See Note on page 5.





WASHINGTON
SNAKE RIVER
LAKE SACAJAWEA



ICE HARBOR DAM

Photo Courtesy U.S. CORPS OF ENGINEERS

Chart 18545 15th Ed., Sep./03 ■ Corrected through NM Sep. 20/03
Corrected through LNM Sep. 2/03



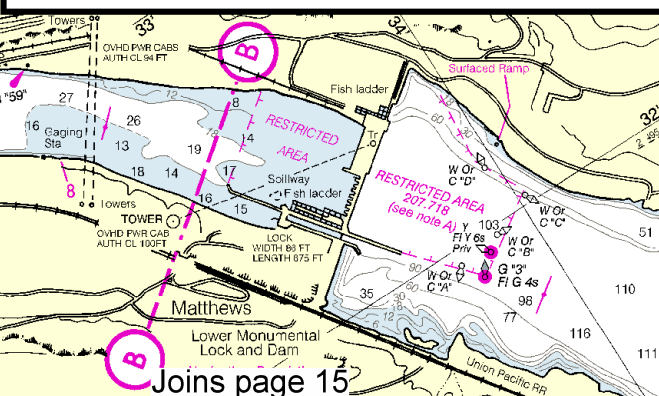
NSN 7642014011625

NIMA REFERENCE NO. 18XHA18545



ED NO. 15

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

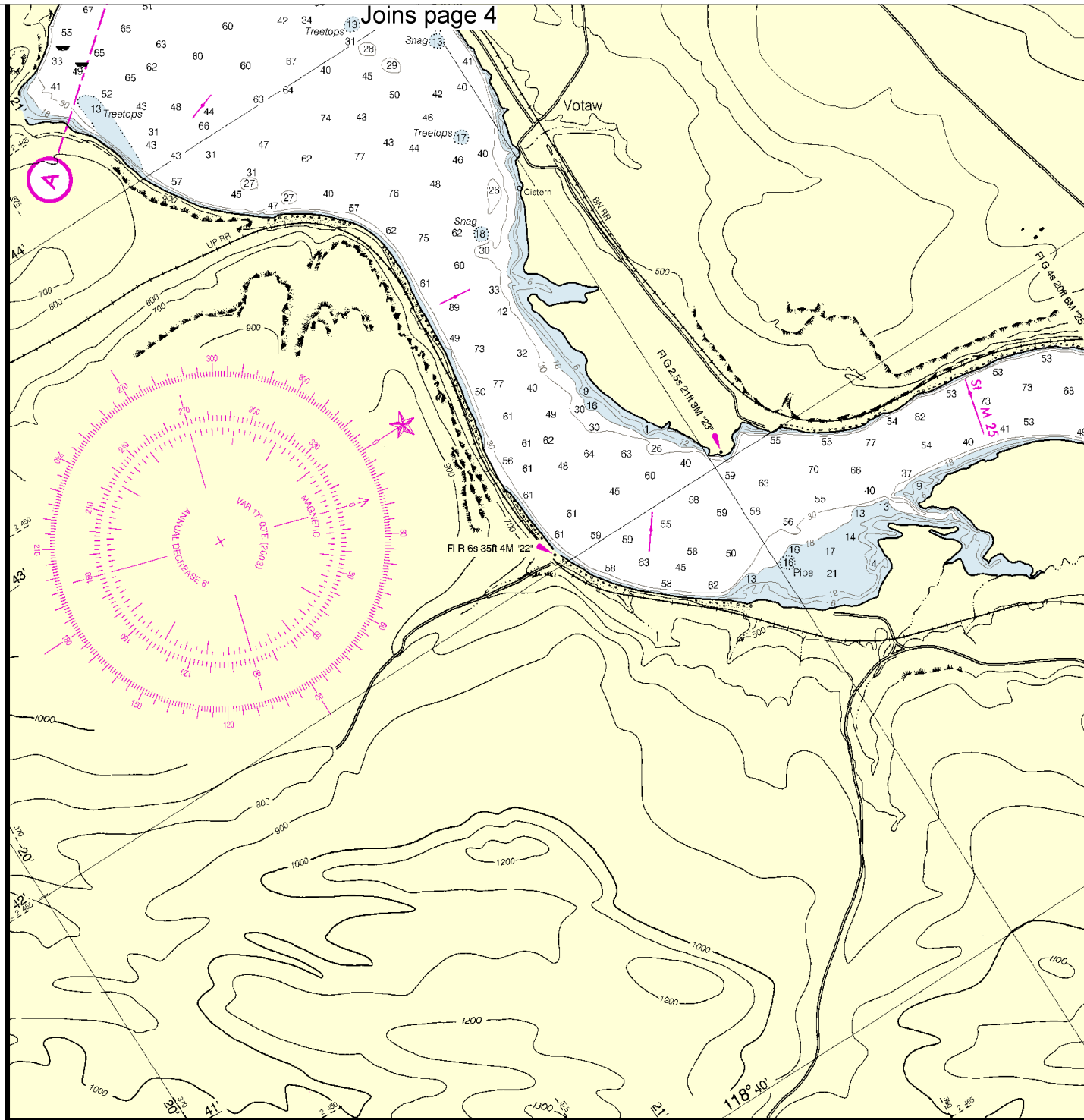


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SIDE B

Joins page 4

SIDE B



18545 15th Ed., Sep. /03 ■ Corrected through NM Sep. 20/03
Corrected through LNM Sep. 2/03

MERCATOR PROJECTION SCALE 1:20,000 at 46°23'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS AND OVERHEAD CLEARANCES IN FEET

Soundings and vertical clearances of bridges and overhead cables are referred to the respective normal pool levels which are 340 feet above mean sea level in the lower pool and 440 feet in the upper pool above Ice Harbor Dam.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

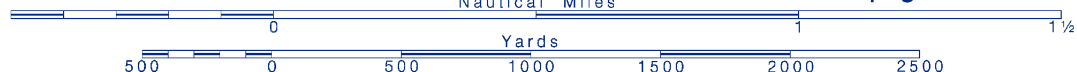
Joins page 16

CAUTION

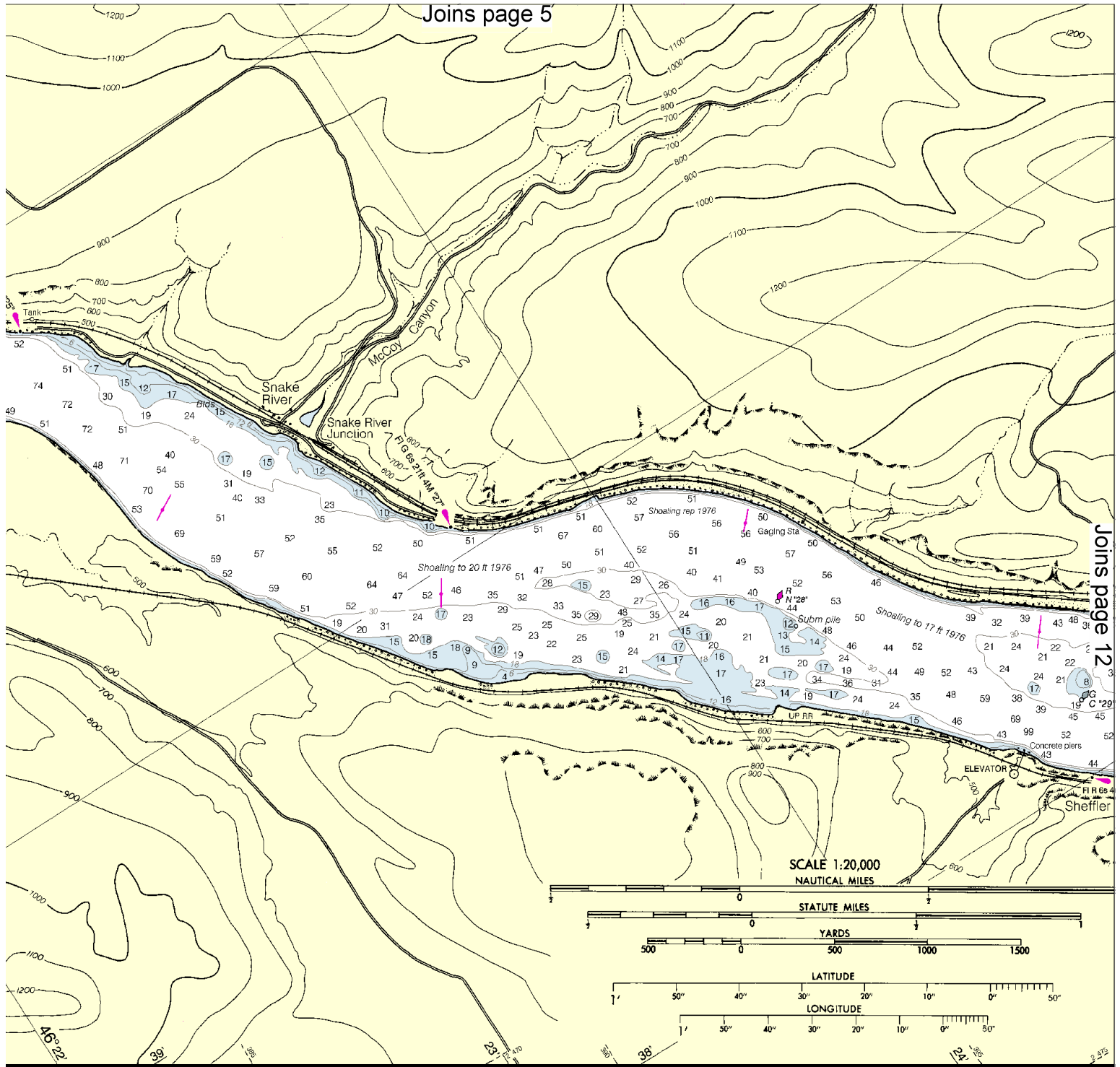
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SCALE 1:20,000
Nautical Miles

See Note on page 5.



10



PLANE COORDINATE GRID
(based on NAD 1927)

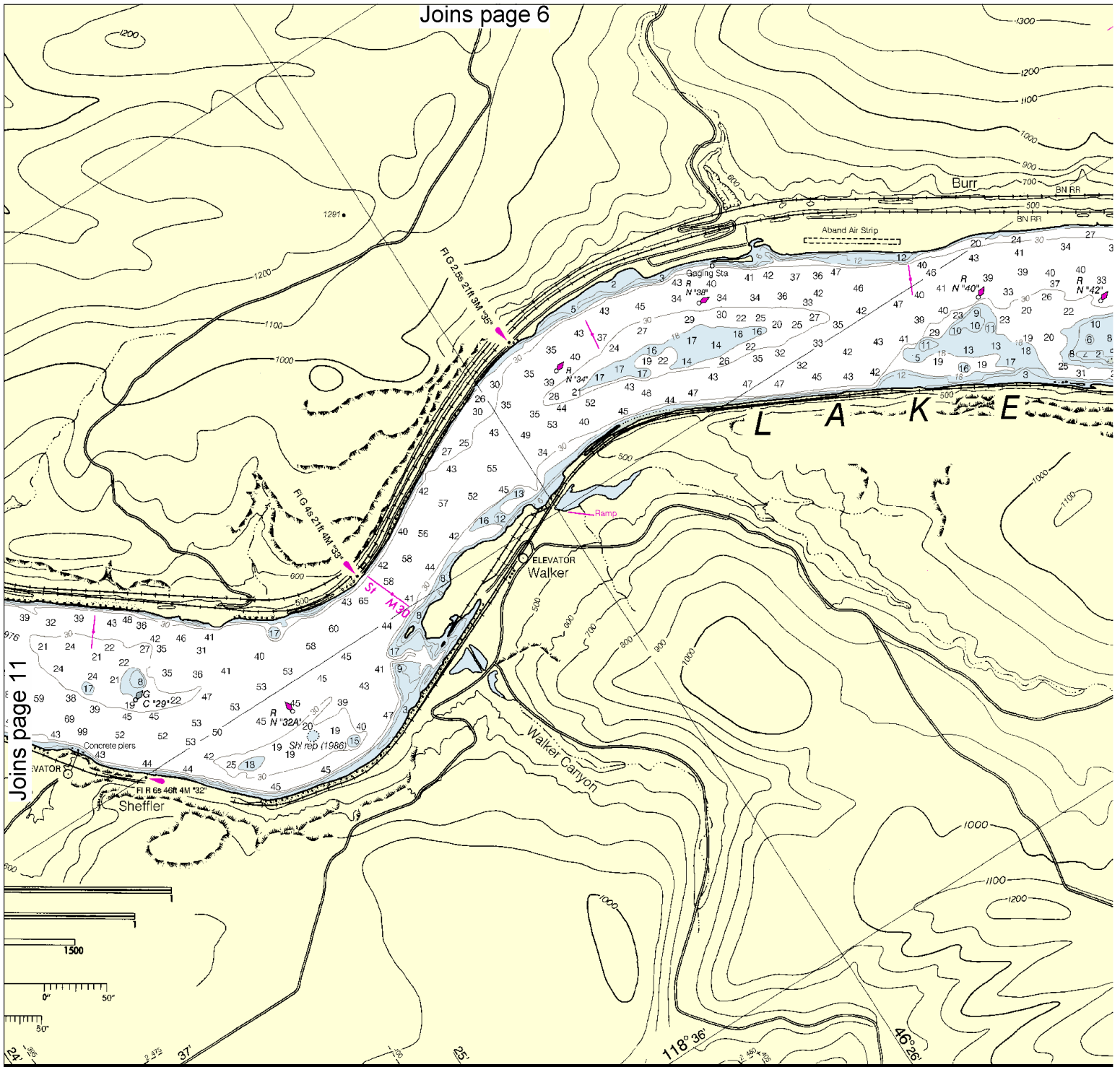
Washington State Grid south zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNINGS CONCERNING LARGE VESSELS

The "Rules of The Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size, but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.



RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

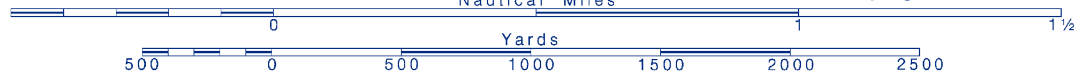
A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

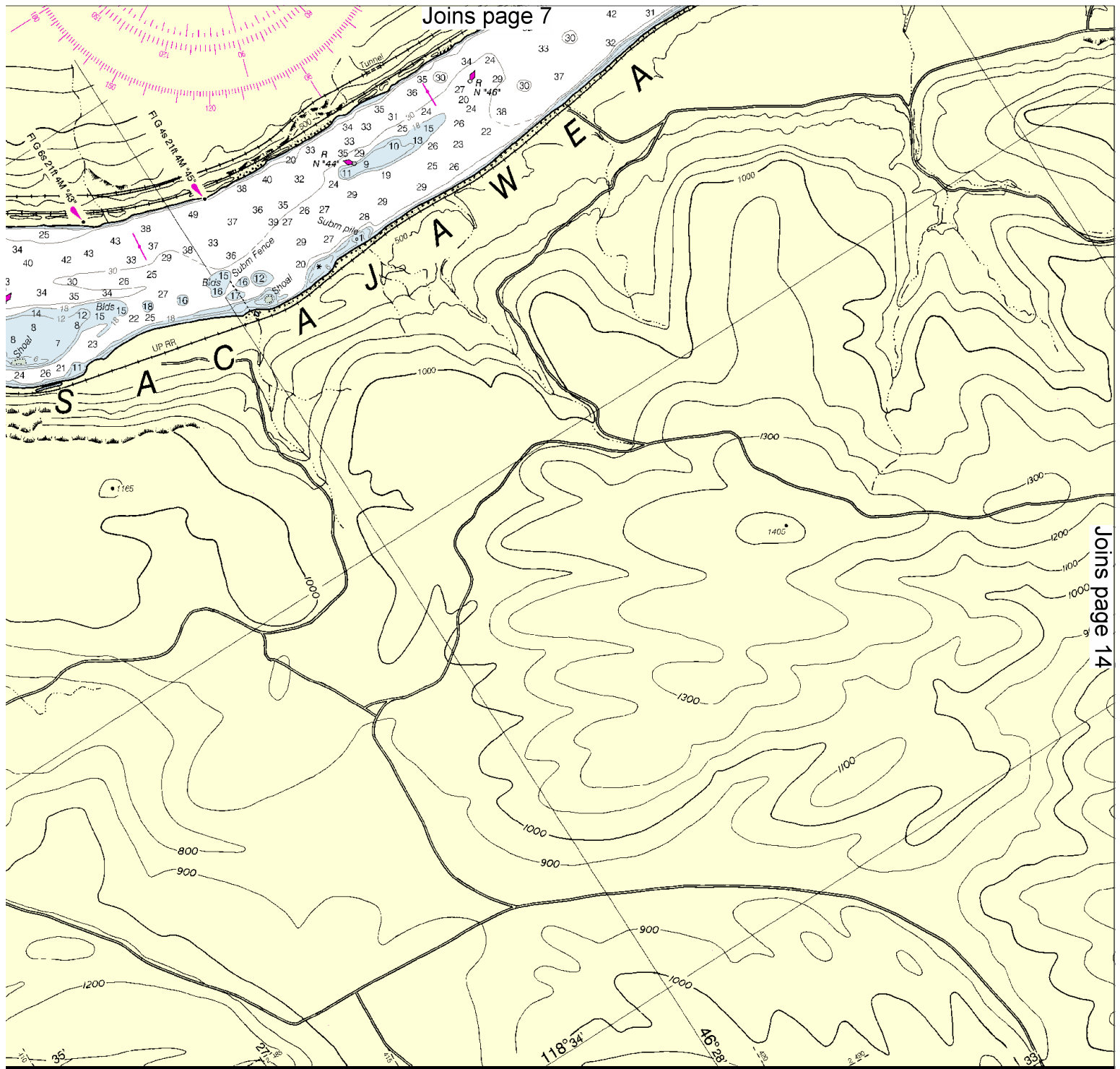
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



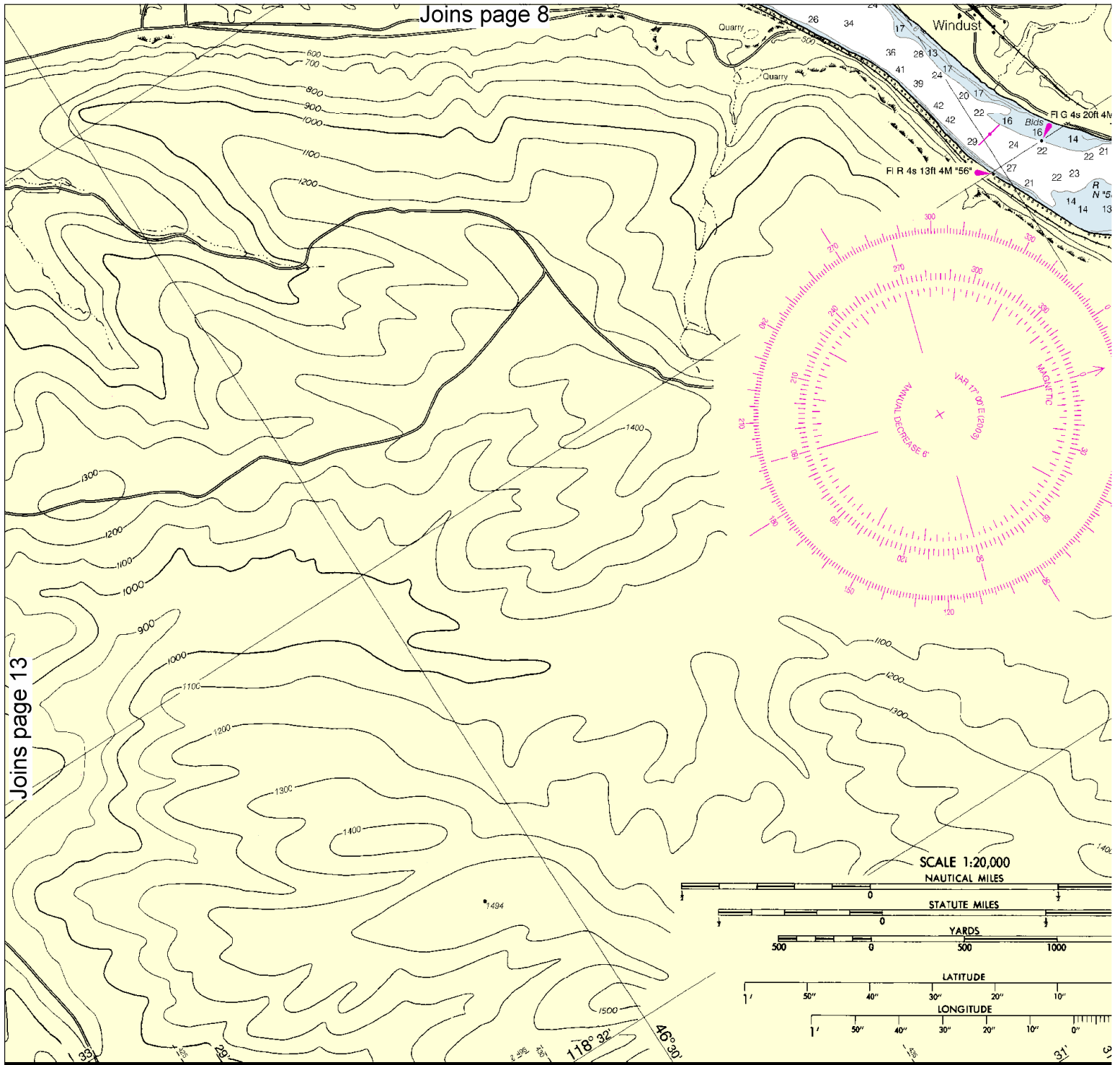


SAFETY HINTS

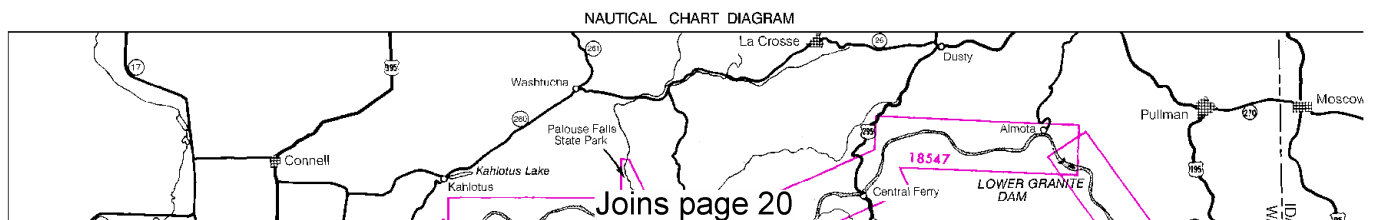
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.

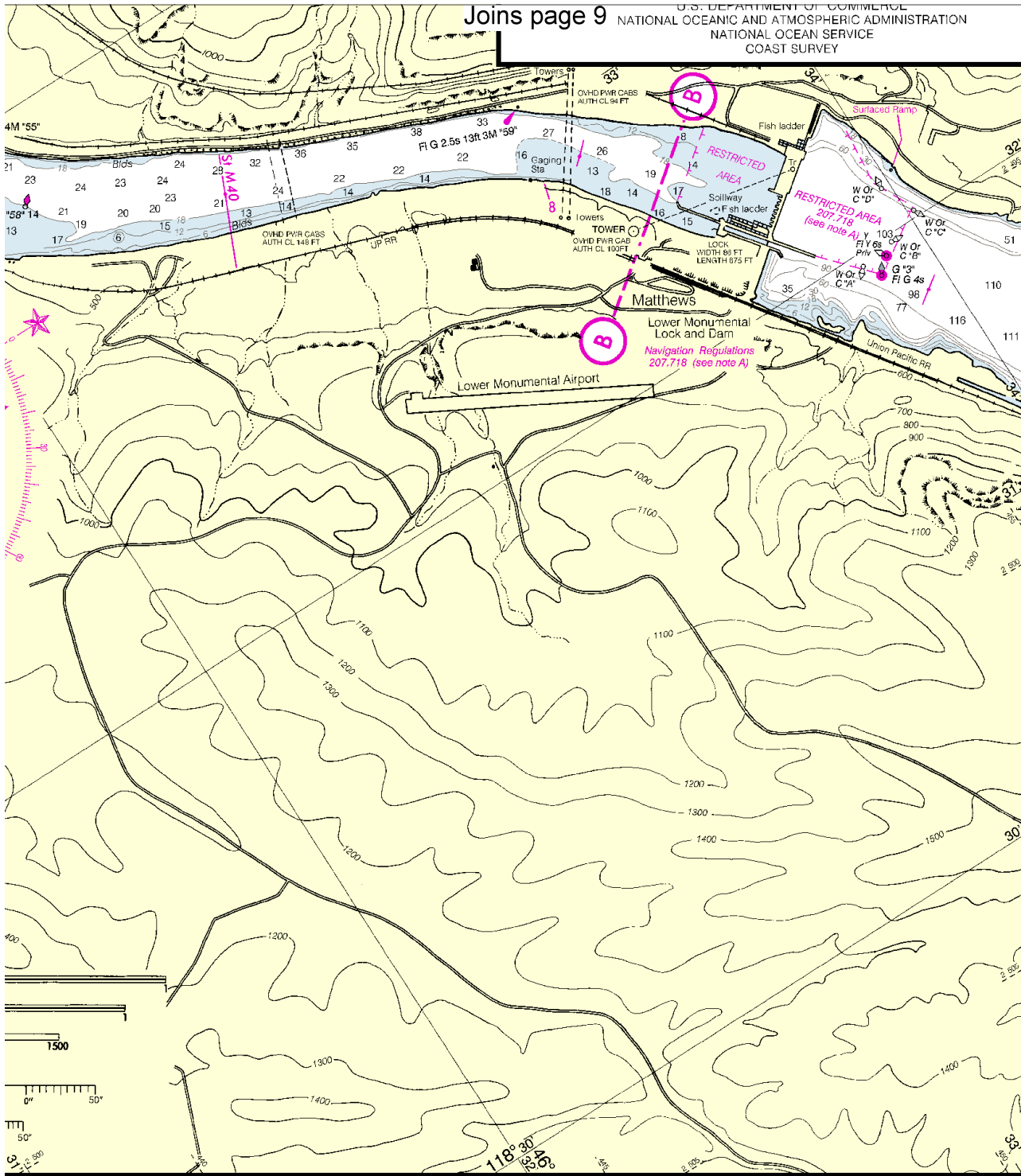
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Joins page 19¹⁸ on your chart shows the variation from true north, just also correct your bearing for the deviation of your



Joins page 13





SIDE B

JOINS CHART 18545 (SIDE A)

18545

NO	LOCATION	TIDES		DEPTH	SERVICES										SUPPLIES			
		LOW	HIGH		APPROACH	ANCHORAGE	REPAIRS	WATER	FOOD	BOAT	CHARTER	CHARTER	CHARTER	CHARTER	WATER	FOOD	WATER	FOOD
1	SACAJAWEA ST PK																	
4	LEVEE PARK																	

18545 15th Ed., Sep. /03 ■ Corrected through NM Sep. 20/03
Corrected through LNM Sep. 2/03

MERCATOR PROJECTION SCALE 1:20,000 at 46°23'

North American Datum of 1983
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HEIGHTS

Heights are in feet. Contour elevations refer to mean sea level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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CAUTION

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CAUTION

The water level in the upper pool above Ice Harbor Dam may fluctuate without warning between 437 feet MSL (pool low water elevation) and the 440 feet MSL (normal pool) sounding datum.

Mariners are advised to use caution due to possible change in water level.

CAUTION

The depths of water on this chart have been determined from conditions existing prior to the filling of the pool. Shoaler depths than charted may exist within the blue tinted areas, particularly near the shoreline.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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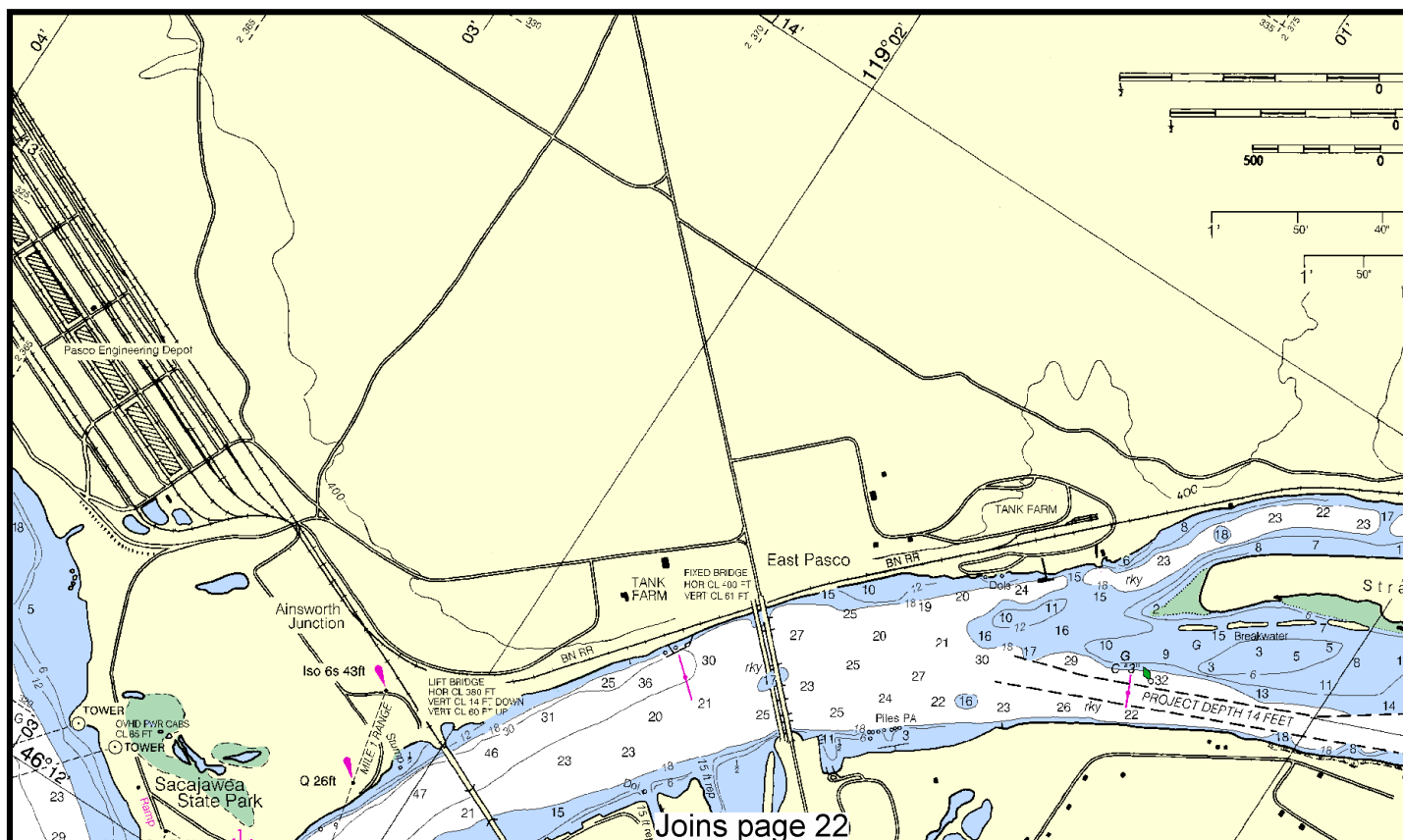
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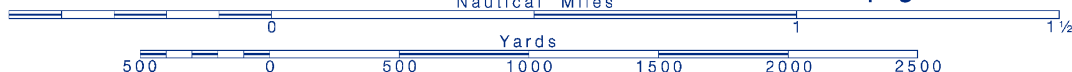
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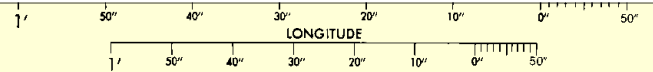


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





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(based on NAD 1927)

Washington State Grid south zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

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COLUMBIA AND SNAKE RIVERS

Mileage distances along the Columbia and Snake Rivers are in Statute Miles. Distances along the Columbia River are eastward from the mouth, and the Snake River are eastward from the junction of the Columbia River and are indicated thus: ————

Tables for converting Statute Miles to International Nautical miles are given in Coast Pilot 7.

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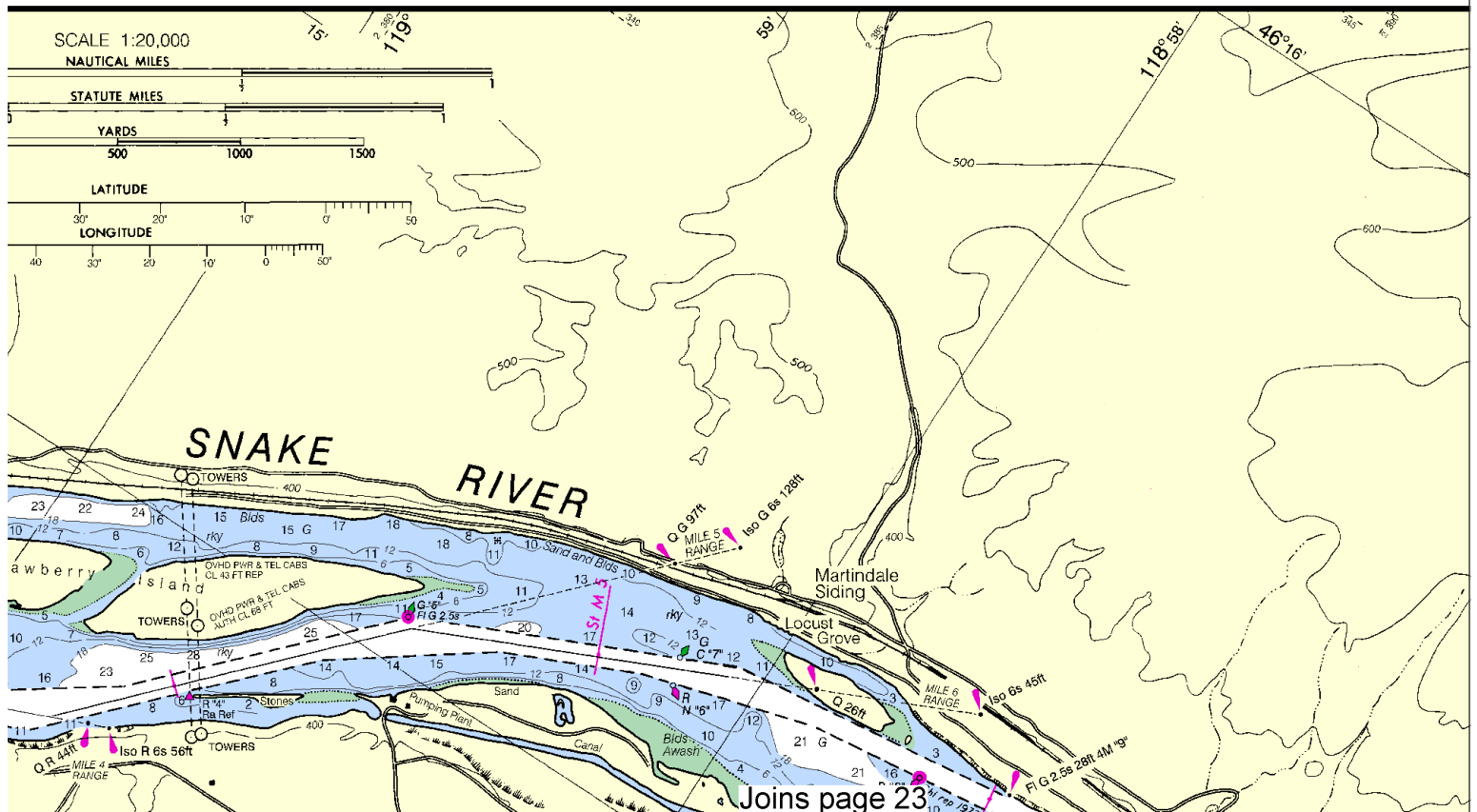
FACILITIES

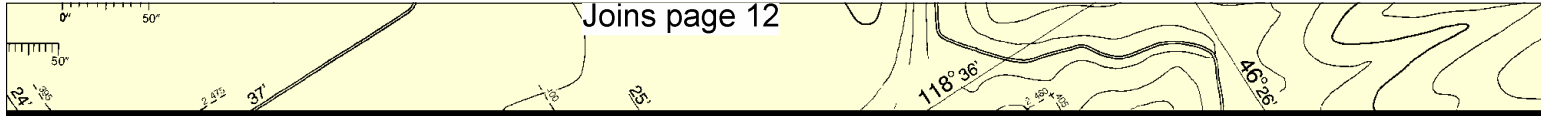
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Pendleton, OR WXL-95 162.65 MHz





**RULES OF THE ROAD
(ABRIDGED)**

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

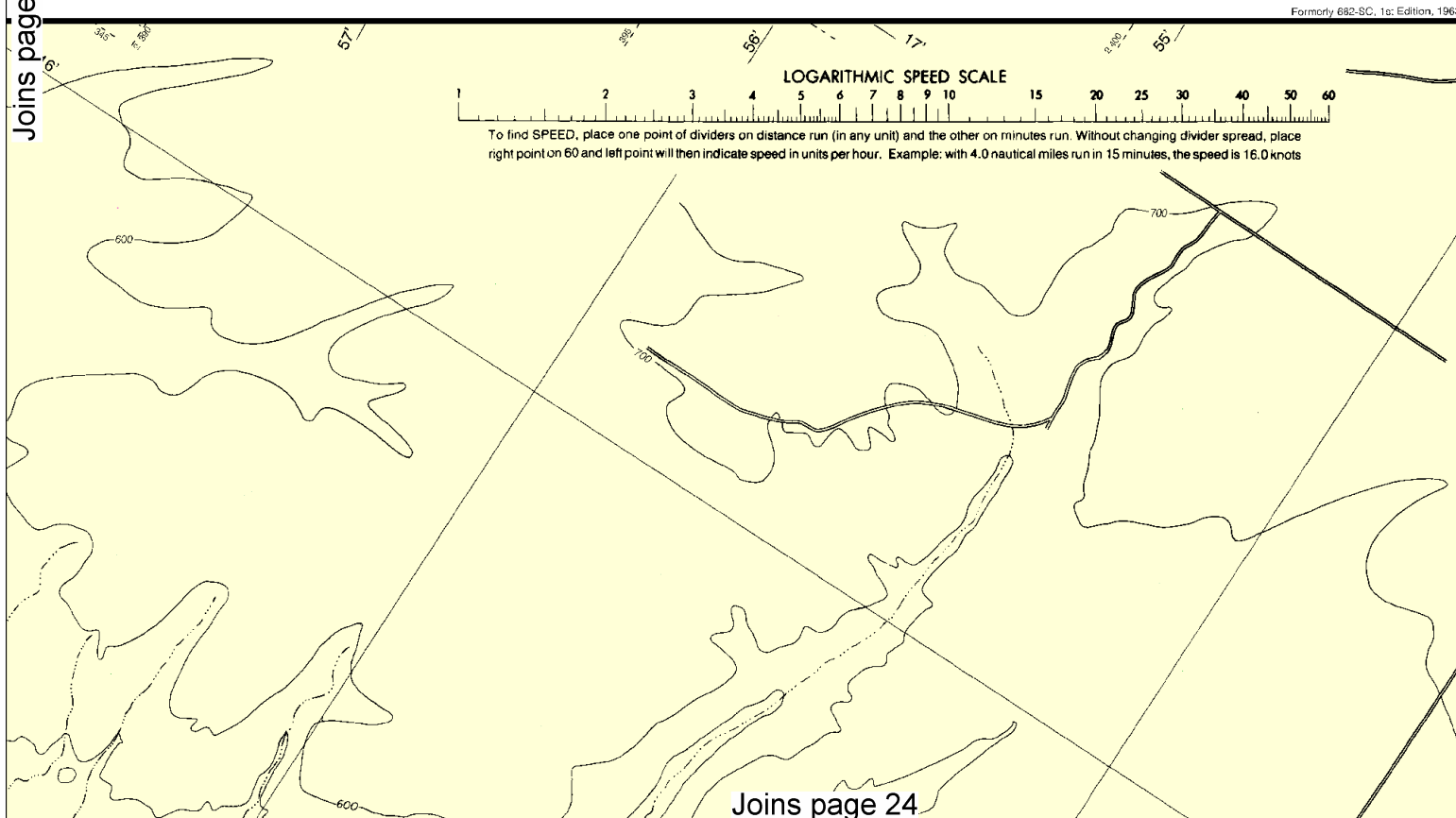
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NOTE B

Significant shoaling consisting of numerous rocks and boulders has been reported in the Snake River.

Additional information can be obtained at nauticalcharts.noaa.gov

Joins page 17

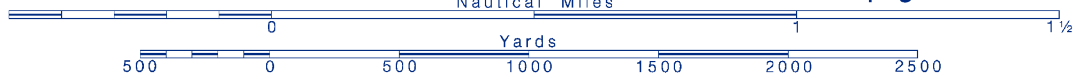


18

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G groin	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rct rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R rod	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:			
Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	so soft
Cy clay	Gre grass	M mud	Sh shells
			sy sticky

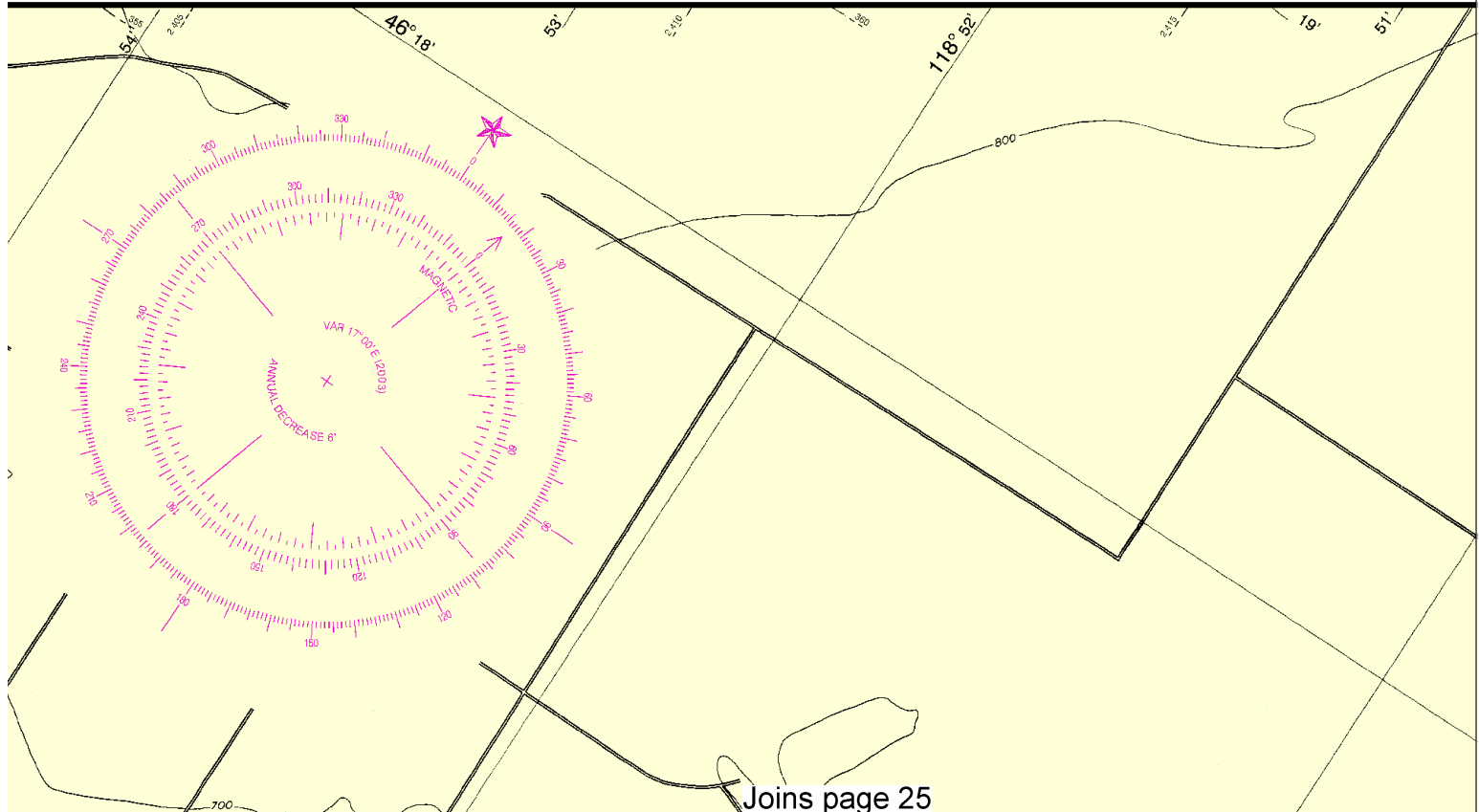
Miscellaneous:			
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			

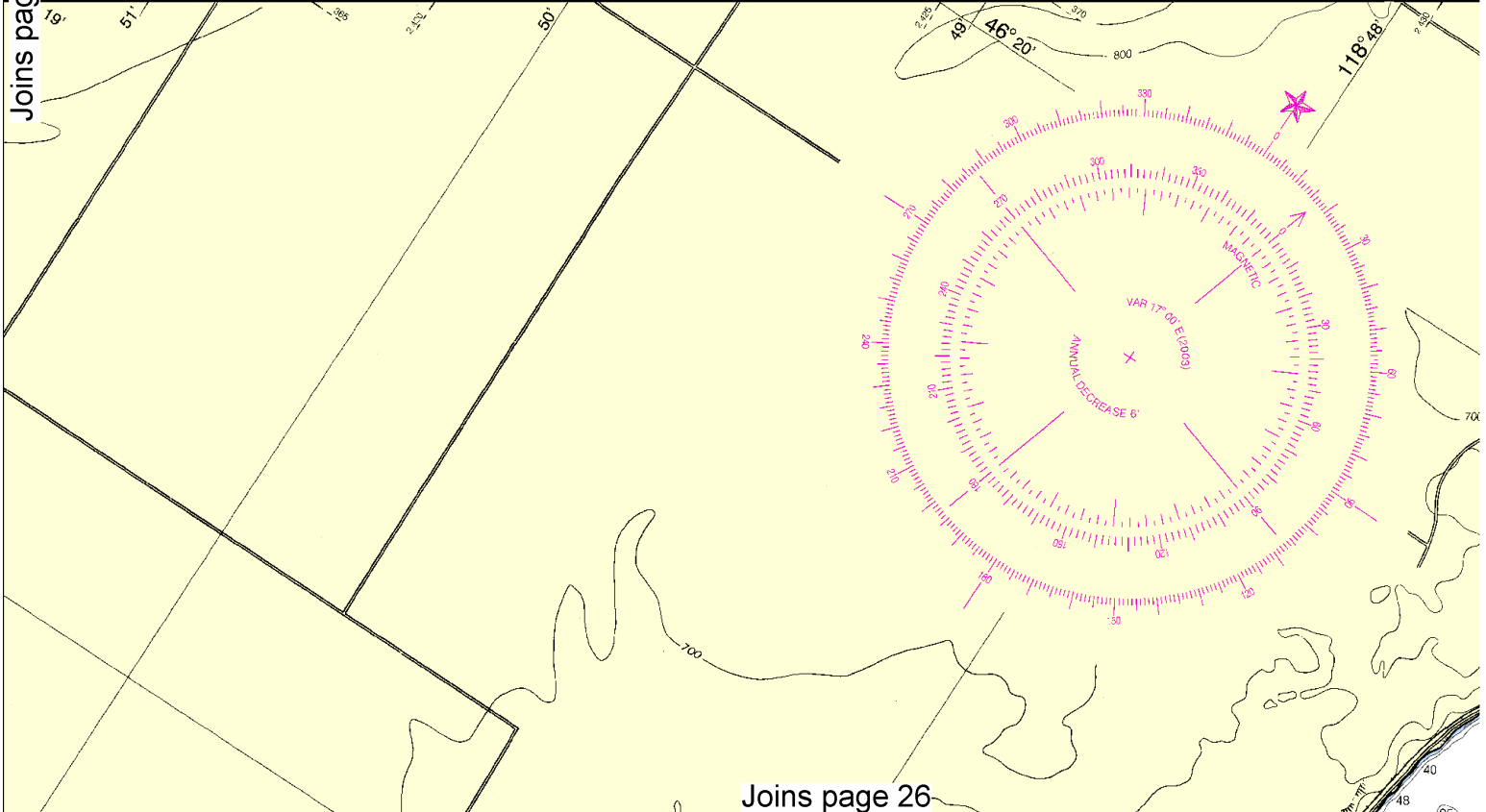
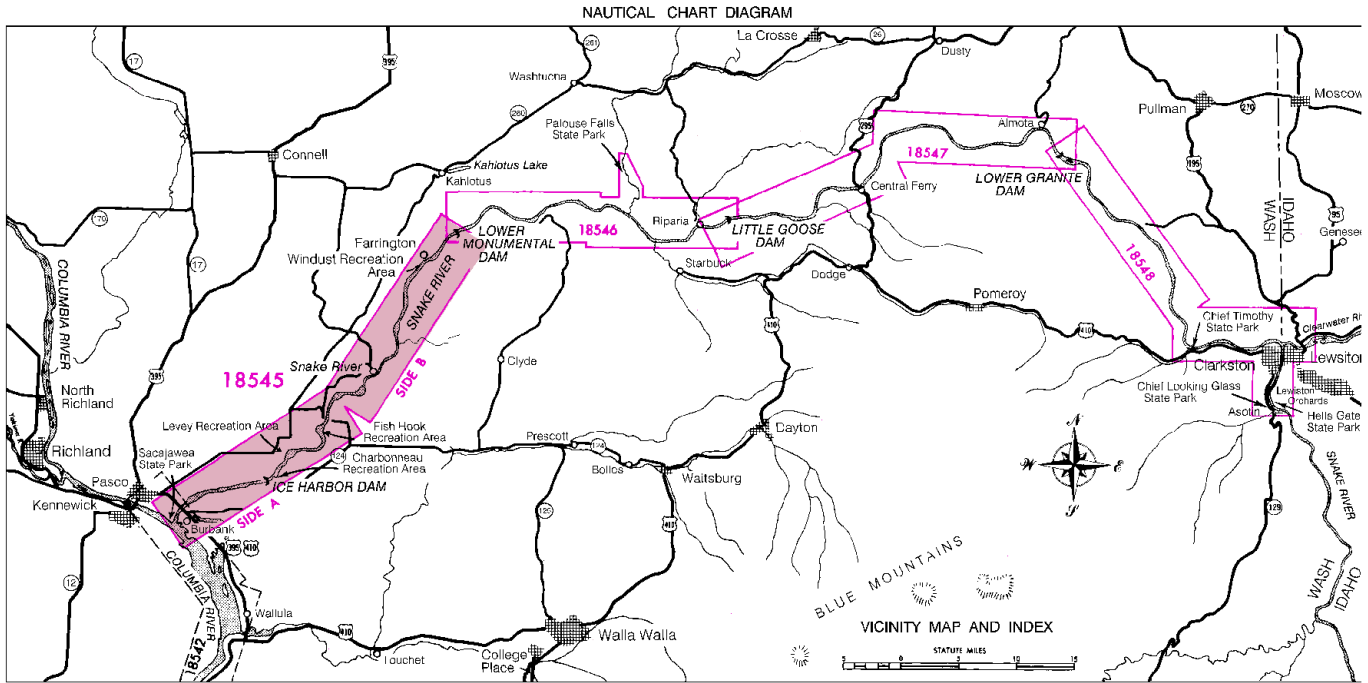
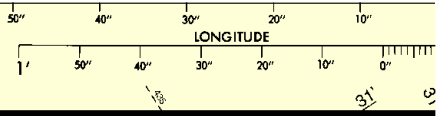
SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

963 KAPP 1771



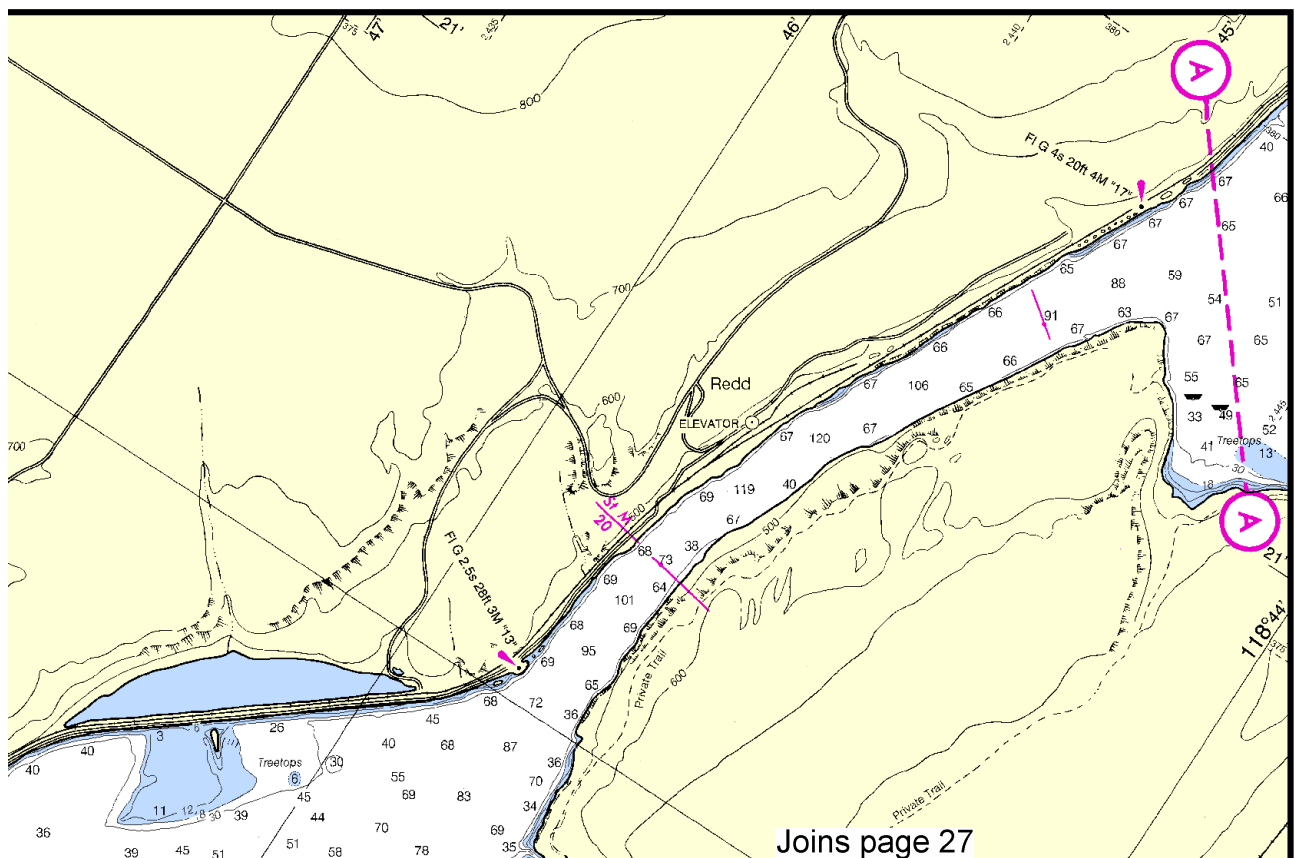




18545

NO	LOCATION	TIDES		DEPTH		SERVICES										SUPPLIES			
		LOW	HIGH	LOW	HIGH	REPAIRS	BOAT RENTAL	CHARTER HOUSE-BOAT	CHARTER HOUSE-SAIL	CHARTER HOUSE-MOTOR	CHARTER HOUSE-TRAILER	CHARTER HOUSE-TRAILER	CHARTER HOUSE-TRAILER	CHARTER HOUSE-TRAILER	CHARTER HOUSE-TRAILER	CHARTER HOUSE-TRAILER	CHARTER HOUSE-TRAILER	CHARTER HOUSE-TRAILER	CHARTER HOUSE-TRAILER
1	SACAJAWEA ST PK					8	8	8	8	8	8	8	8	8	8	8	8	8	8
4	LEVEE PARK					7	7	7	7	7	7	7	7	7	7	7	7	7	7
6	MATTHEW					4	4	4	4	4	4	4	4	4	4	4	4	4	4

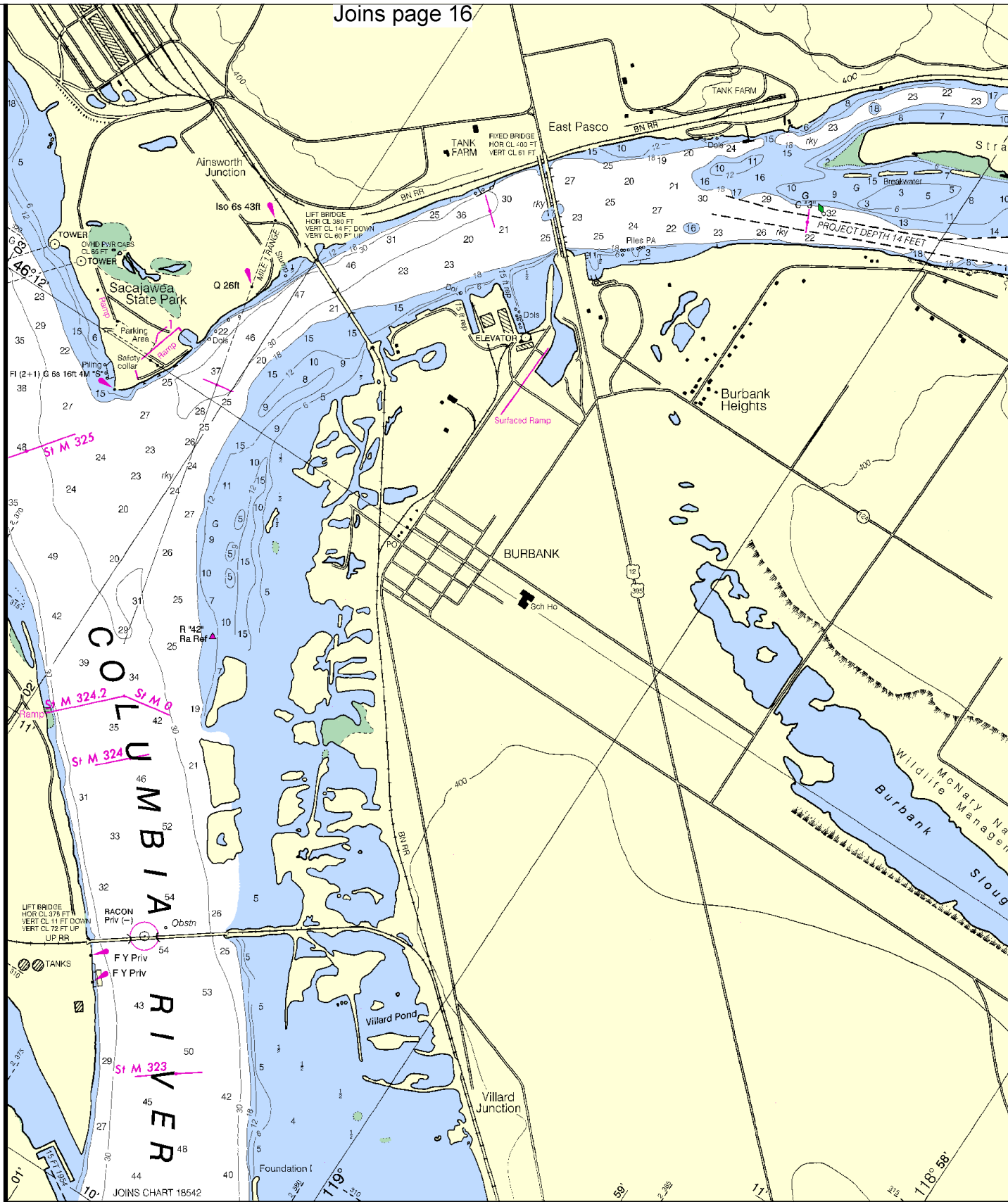
LOW DENOTES HOURS LATER HIGH DENOTES HOURS EARLIER
THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY LARGE MAGENTA NUMBERS.
THE TABULATED "APPROACH-REVEYREPORTED" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMPING STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.



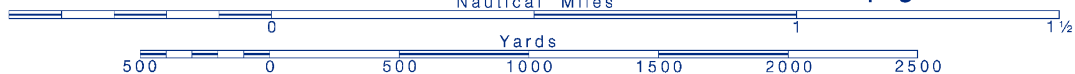
JOINS SIDE B

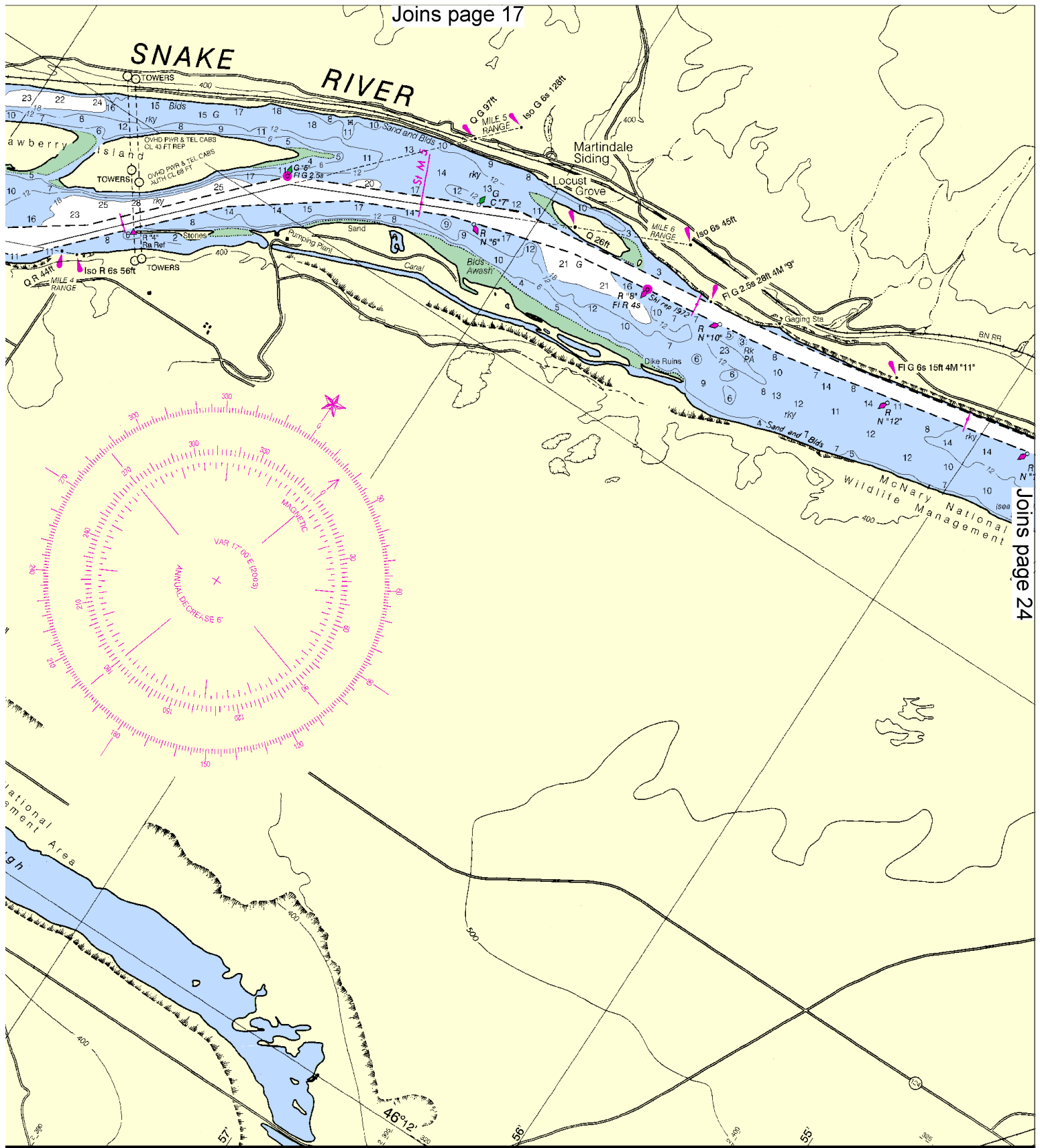
SIDE A

JOINS CHART 18542

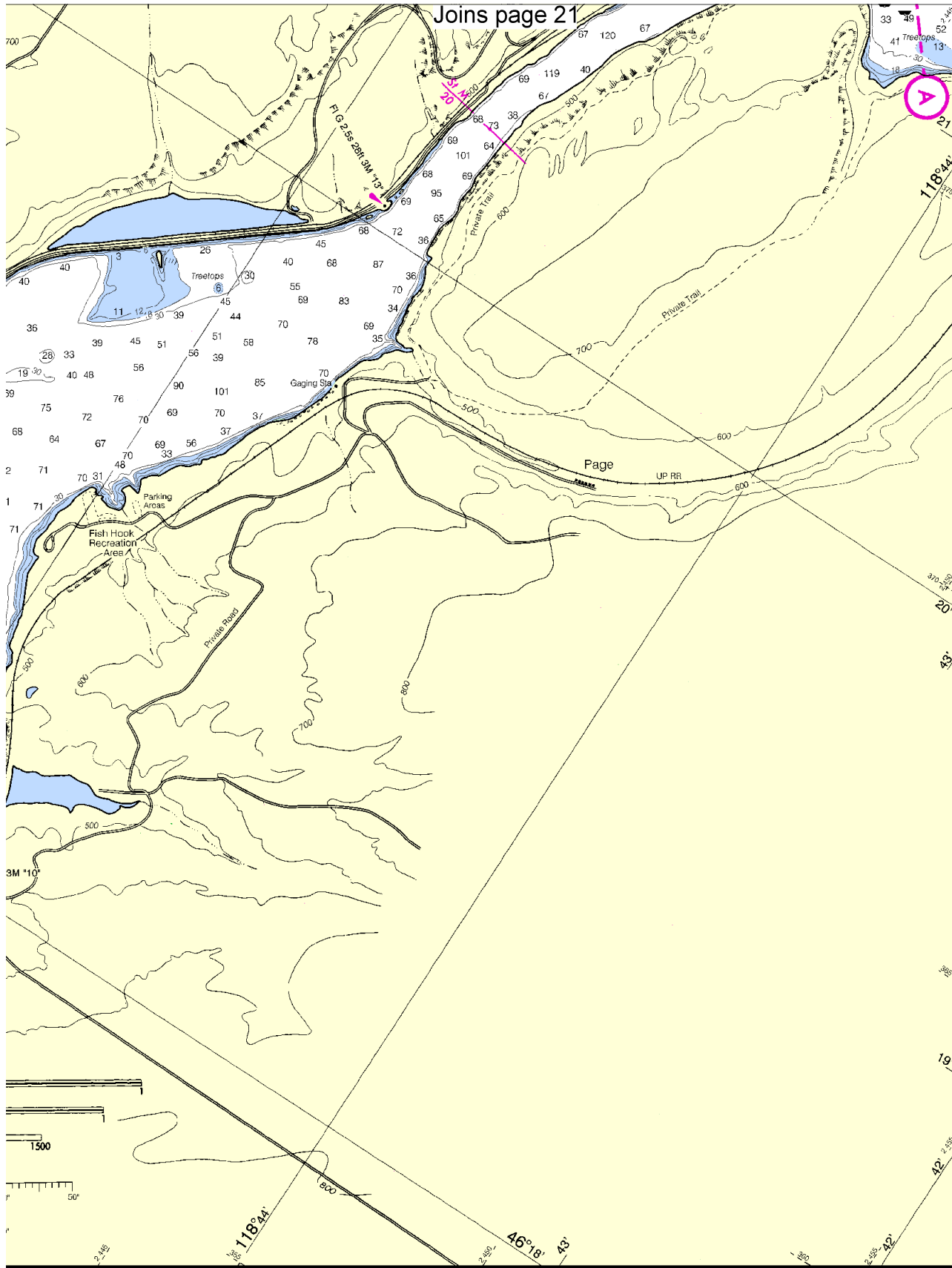


18545 15th Ed., Sep./03 Corrected through NM Sep. 20/03
Corrected through LNM Sep. 2/03









SIDE A

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 206-220-7001

Coast Guard Portland – 503-240-9301

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.